

Official and Classified ADVERTISEMENTS

Continued from Page 15

VESSELS WANTED

WANTED 28/34ft. Cornish/Devon built carvel boat, forward wheelhouse, laid deck, engine Lister / Petric / Gardner powered, suitable stern trawling, trawling, lining, good condition, no time wasters. Telephone: Gosport 22087 evenings/weekend.

WANTED approx 38ft. MFV, good hull and Gardner engine, flush deck, trawl winch, photo with details. Box No. 645.

TRAWLER wanted, wood or steel recent build, about 100ft., overall, at least 200hp motor. Telephone: Drox-ford 048 971 377.

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50ft. Scottish trawler, Gardner engine preferred. Telephone: Looe 2362 after 8 p.m.

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WANTED 30/36ft. trawler, flush deck, wheelhouse and winch essential, two berth accommodation and galley facilities. Photo and details Box No. 651.

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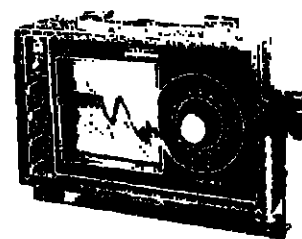
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fishing news

August 5, 1977

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'RED FLEET' CLEARED FOR MACKEREL KLONDYKE OPERATION

APPROVAL HAS BEEN given for a fleet of 10,000-ton East European motherships to be based on the Cornish mackerel grounds during the coming season. Around four vessels from Russia, Poland and East Germany are initially expected to be involved, but none of them will be catching fish: they will be taking on British-caught supplies and transfers will take place at sea.

Some of the fish, which will be processed on board the motherships, could in the end be bought back and re-exported to non-EEC countries, it was revealed by the British end of the operation, Joint Trawlers International of Reigate, Surrey.

Already a pilot run has been made with a Russian mothership off Scotland. Late last month the 13,500-ton Rybak Latvii arrived off Ayr, on the west coast, to take on Scottish-caught mackerel. At £14,600 a unit, this was a flip for the Scots labouring under the herring ban. Rybak Latvii is expected to move on to the Minches.

Getting the operation officially sanctioned was a long job. Jon Carroll, managing director of Joint Trawlers, told *Fishing News*. He said the East Europeans were determined to play it straight and would not move until there was approval at the highest level.

The Ministry has now given the go-ahead and the EEC has also agreed.

Mr. Carroll also said that his firm would be pursuing a policy of putting local fishermen first. However, with each mothership able to freeze 120 tons a day, he expected to make arrangements with Scottish and Humber-side interests to supply mackerel.

If this operation proves successful, Joint Trawlers may try a similar one for the sprat fishery off the north-east coast.

Anchor man at Joint Trawlers for the East European operation is Russian-speaking Tomasz Clechowski.

The B-89 type ship now working was built in Poland for Russia in 1975 and is 538ft. long, even being equipped with a cannery and freezing plant.

The 538ft. floating base Rybak Latvii — with a crew of 260 — has been taking aboard Scottish-caught mackerel off Ayr. The 13,500 tonner looks like being followed by three other similar ships.

The visit by Rybak Latvii to Scotland underlines the growing importance of the mackerel fishery north of the border. In its report for 1976, published last week, the Department of Agriculture and Fisheries reveals that landings were up from 17,000 tonnes to nearly 30,000 tonnes. Out of this total, 12,000 tonnes went for human consumption against 4,000 tonnes in 1975.

Turn to page 16

£12,000 FINE

SKIPPER Terry Thresh of the Hull-based trawler Arctic Galliard (below) has been fined 120,000 Danish kroner (about £12,000) by a Faroese court for illegal fishing.

Arctic Galliard (1,880 tons gross), Britain's top freezer trawler in 1976, was arrested off the Faroes last week and escorted into Thorshavn.

It is understood that no fish was aboard the vessel and no order was made to confiscate

the ship's expensive gear. The Faroese authorities said Arctic Galliard was arrested off Fugloy, the most north-western of the Faroe Islands, while fishing in an area closed to foreign vessels without specific permission to fish there.

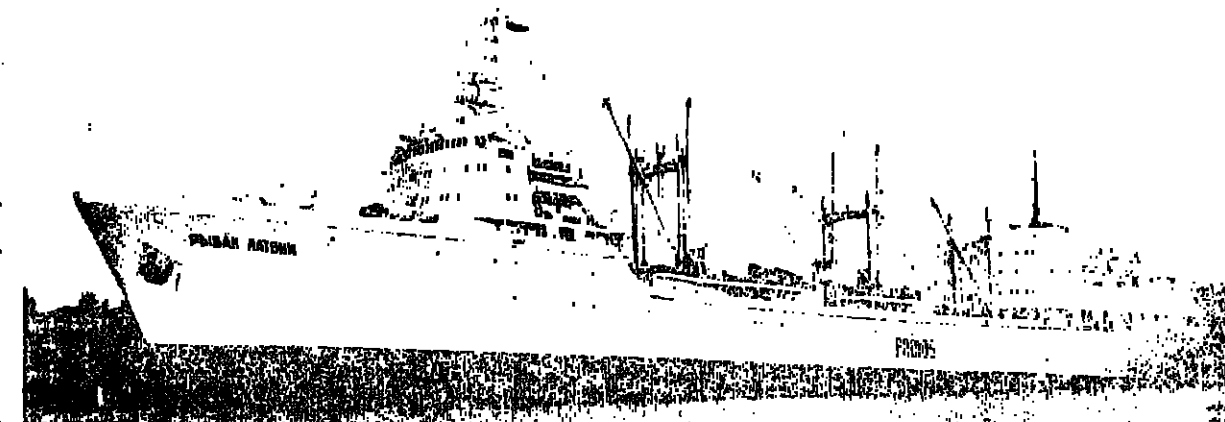
Skipper Thresh denied the charges and after the case rejoined his vessel, which headed north-north-east to other grounds to continue the trip after a guarantee was made for payment of the fine.

A spokesman for the owners, Boyd Line, said they

were waiting for more details of the court proceedings and did not know what the charges had been other than illegal fishing. They had considered the case and had a legal adviser in the Faroes to represent them.

They believed they now had the right of appeal, first to a court in Copenhagen and then to the Supreme Court in Denmark. But the company would wait until discussions with Skipper Thresh at the end of his trip before deciding whether to appeal.

Runaway skipper — page two.



The 538ft. floating base Rybak Latvii — with a crew of 260 — has been taking aboard Scottish-caught mackerel off Ayr. The 13,500 tonner looks like being followed by three other similar ships.



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Tweed 'sabotage'

THE River Tweed Commissioners' launch *Osprey II* was scuttled on her mid-stream mooring (right) at Berwick last weekend.

It is believed that she was sabotaged as a result of the high feelings amongst fishermen over the stepping up of the 'war' on illegal salmon fishing.

A team of salvage experts from Beadnell, led by Stanley and Hector Hall, refloated *Osprey II* with floatation bags and she was towed across river and dry-docked for repairs.

Detectives found a small hole had been drilled in the hull below the water line; fuel and bilge lines were cut; and distributor caps and plugleads removed.

Radar and VHF equipment was damaged in the sinking. Group Captain John Proudlock, superintendent of the Tweed Commissioners, said on Saturday: "I am absolutely certain the scuttling was deliberate. There has been high feeling in the last few days because we have been working off the coast in close collaboration with the police and Fisheries Protection Service to combat illegal fishing for salmon."

"*Osprey II* was put into service for this purpose and has been a definite deterrent. This deliberate act of sabotage shows the frustration."

Group Captain Proudlock hoped *Osprey II* would be back in service within a week.



Boats 'carry guns'

SOME fishermen in the south-west are reported to be carrying shotguns on board their vessels as a result of harassment by French trawlers.

In the latest incident, the skipper of a Plymouth charter sea angling boat claimed on Monday that a French trawler deliberately fouled his anchor while he was fishing 37 miles out of Plymouth. He claimed that the same trawler had almost sunk another Plymouth boat three months ago.

First reports said the boat had radioed saying she was being "kidnapped". She was dragged around for about an hour, according to "Geordie" Dickson (41) of *Artilleryman*. They were over a wreck about 26 miles south of the Ed-dystone.

Skipper Dixon added: "If the French go on like this someone is going to get killed".

Tom Jones, secretary of the South Devon Shell Fishermen's Association, said: "Last year we lost £10,000 worth of equipment, including crab pots, ropes and buoys, and this year the losses are already three-quarters of that amount".

He claimed the trawlers often cut through gear in their search for shoals.

SQUID RECORD TOPPED AGAIN

MILFORD HAVEN'S port grossing has been smashed for the second time in less than a week. And it was again mainly with squid that the new high was set.

Jadestar Gypsy was the vessel responsible for the new record with her catch of 173 kits selling for £8,750 - £1,000 more than the record set up the previous week by *Georgina Wilson*.

Of *Jadestar Gypsy's* grossing, more than £8,000 resulted from squid which

was sold for up to £37 a six-stone box. In command of the vessel was Skipper Jim Brodie, who had worked the Bristol Channel grounds.

There was also a good grossing for *Bryher*, commanded by Skipper A.

James. She landed 149 kits which sold for £6,832.

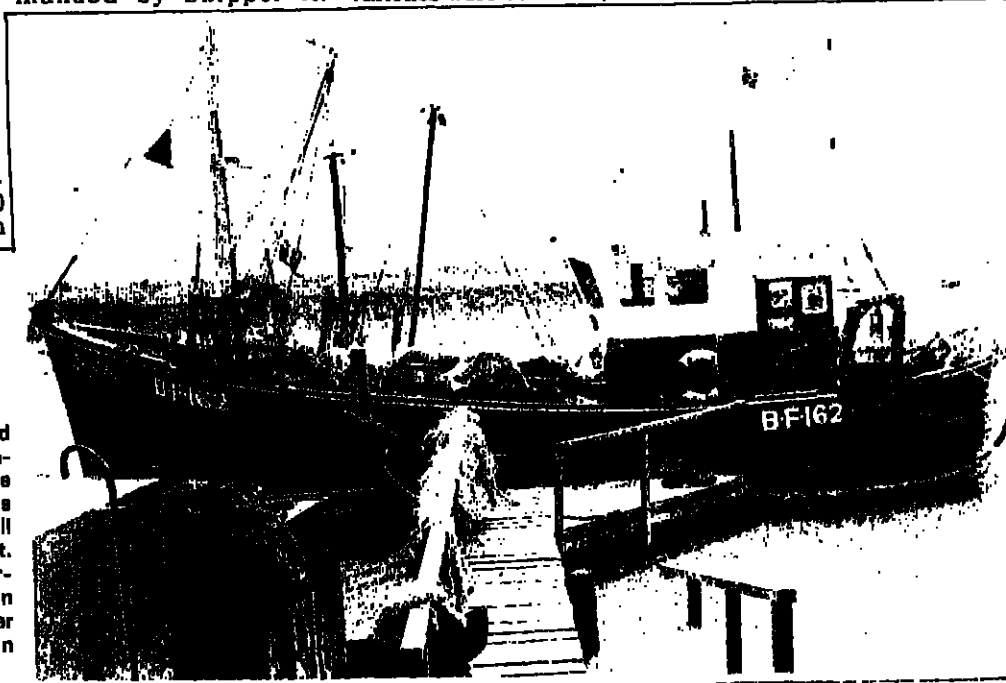
On the same day *Bryher's* sister-ship, *Rosevear*, commanded by Skipper Alex Simpson made £5,114 from 141 kits. The vessels' main

varieties were 60 of cod, 30 of whittings, 90 of roker, 30 of squid, three of turbot and brill, 20 of plaice and five of soles.

An the grossings show there was again good demand for all varieties landed by the local fleet.

Royela's refit

THE *Rye*, Sussex, based *Royela* (right) has just undergone a long refit at the Madway Yacht Co.'s Gillingham yard so that she will pass her DoT survey. The 42ft. registered length trawler-skipper, operated by Stan Pepper of *Rye*, is a former Scottish boat. More details in *Fishing News* soon.



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Runaway skipper now 'sorry'

ABERDEEN trawler skippers are concerned by what seems to them to be a stepping up of fishery inspection patrols by the Faroese in their waters.

It has been claimed that Aberdeen trawlers have been withdrawn from the waters and a strong protest has been sent by the John Wood Group to the British authorities seeking clarification into trawlers being stopped and inspected for small mesh gear.

Apart from the Arctic *Galliard* incident last week (see page one), the John Wood-owned trawler *Burwood* was stopped and boarded by the Faroese patrol

vessel *Jaldried* and it was alleged that Skipper Alister Nelson had been fishing illegally and had on board a small mesh net.

After the boarding party left his vessel, Skipper Nelson made for Aberdeen instead of going into Torshavn as requested. It is understood that his case will be heard later this month in Torshavn, perhaps in absentia.

Skipper Nelson has since apologised to the Faroese authorities and a spokesman for the John Wood Group said he should have co-operated with the fishery protection vessel.

The spokesman said Skipper Nelson was prepared to go along with the company to co-operate with the Faroese and have the matter cleared up.

At the weekend another Aberdeen trawler, *Aberdeen Venture*, was stopped by the same protection vessel and

Skipper William Michie was fined £1,000 at Torshavn court for having a small mesh net on board in Faroese waters.

More details in *Fishing News* soon.

WORLD FISHING EXHIBITION

HALIFAX - CANADA
(August 31-September 7)

Just a few places left on a 10-day tour which takes in New York, Florida

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NZ fish minister at Hull

NEW ZEALAND Minister of Fisheries, J. Bolger, has been in Hull this week on a finding tour.

The minister arrived Hull on Tuesday, with his wife and four officials of the White Fish Authority, arranged a tour for him.

There was a civic reception on Tuesday, followed by visits on Wednesday to WFA's Fisheries Training Centre and Dume tank also met industry representatives, visited a Rose processing plant, visited Albert Dock and the Nautical College.

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GO-SLOW DELAYS

AN UNOFFICIAL slow over pay by shipyard fitters employed by BUT at Grimsby reported to be delaying trawler sailings.

The men, members of the Engineering Union, began action last week after a request for an extra 25p an hour had been turned down. BUT because it contained the 12-month rule gave pay increases; the pay agreement does not expire until November.

The fitters are claiming: increase to give them parity with other fitters on docks. The union has also claimed for parity below the Grimsby Fishing Boat Owners' Association should receive a 10p an hour.

SHARON ROSE is a 25-year-old wooden seiner-trawler skipper, Port Seton, East Lothian. She has been employed by the Mackay Building and Engineering Co. More details in *Fishing News* soon.

PORT HIT BY CREW PROBLEM

IN ADDITION to a shortage of fish Fleetwood is now feeling the effects of a loss of trawler officers.

Bill Rawcliffe, Fleetwood trawling manager for Boston Deep Sea Fisheries, said last week: "There is a particular shortage of bosuns, chiefs and mates. The port has barely enough skippers and certainly there is not enough cover."

"People are leaving the trawling industry and not enough young recruits are coming into it."

John Bruce, superintendent of the port's shipping pool and, like Mr. Rawcliffe, a former trawler skipper, said: "All officers are in short supply and I think our biggest loss has been in good cooks."

Some men had gone to work on oil rigs and others had left fishing because of the problems facing the industry, he said.

The shortage is a bit of a worry but we are still managing to get ships away."

Forty-five young men had applied for the courses but it could not take them all. It was hoped to get a big class and eventually place the rest in the industry.

Big jump in Scottish earnings

A COMBINATION of heavier landings and higher market prices pushed up the value of Scottish landings by £26m. to nearly £86m. in 1976 compared to the year before.

An improvement in the costs side also helped because of the drop in the rate of inflation after the cost-price squeeze suffered by the Scottish fishing industry in 1976, according to the *Fisheries of Scotland Report for 1976*, published last week.

The report says the white fish industry had a very good year. Demersal landings (cod, haddock, whiting and saithe) increased by 23,000 tonnes to just short of their previous record level of 273,000 tonnes. Earnings in this sector rose by £20m. to a new record total of £61m.

Herring landings, on the other hand, showed a continuing downward trend, with catches of only 73,119 tonnes being recorded - the second lowest figure for the century.

This was due mainly to the very poor west coast fishery.

slightly greater than in 1975, its value at £12.4m. was 87 per cent higher.

Total size of the Scottish fishing fleet fell in 1976 by 62 vessels, to a December total of 2,616. However, employment remained stable, with the number of fishermen employed full-time rising slightly to 7,660, although this was partly offset by a small drop in the number of part-time fishermen.

Grants totalling £266,453 were offered during the year towards the construction, improvement and repair of fishery harbours, and payments actually made on work completed or in progress

totalling £692,904.

Schemes in progress included a major programme of harbour deepening at Fraserburgh, the repair and extension of the slipway at Wick, construction of a new pier at Gairloch and land reclamation for vehicle marshalling at Mallaig.

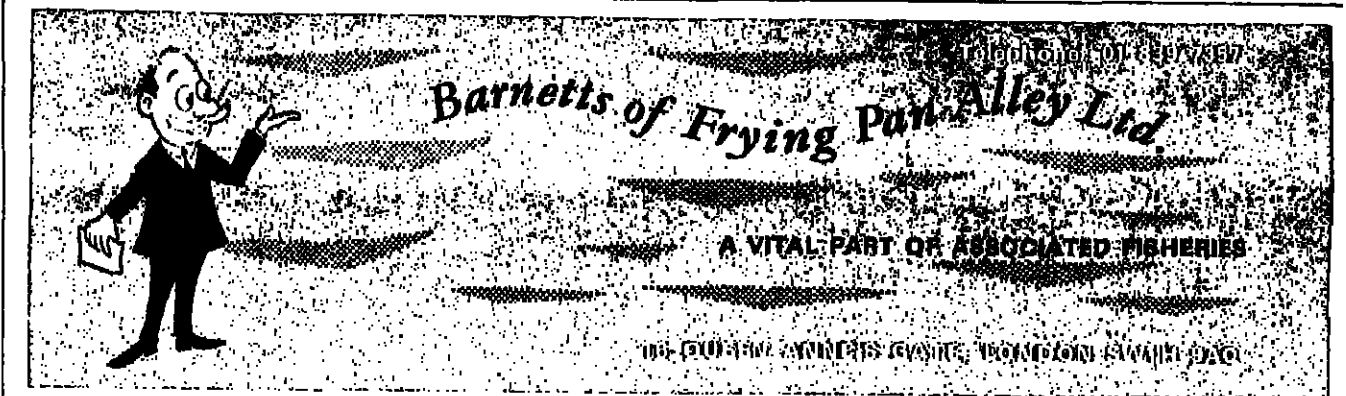
Works completed during the year included harbour improvements at John O'Groats and Peterhead, and the construction of a new landing stage at Eriskey.

The report records a drop in the commercial salmon catch of about 50 per cent compared with 1975. The only apparent explanation for

this is that some disaster overtook the particular year-classes of fish after they had migrated to the sea.

Estimated cost of research work undertaken at the Department of Agriculture and Fisheries for Scotland's Marine and Freshwater Laboratories amounted to £3.1m. in 1976.

As in previous years, research was undertaken on a wide range of short and longer term problems concerning ecology, productivity, exploitation, conservation, management and health of fish resources in the Scottish fleet's near and middle water areas.



August, 1977.
SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS
Continuing "A Scandinavian Scandal" or "What a Load of Swedish Rubbish".
- o - o - o -

THE STORY SO FAR: Angela Barnett, irascible, wild-spirited, hard-drinking but beautiful daughter of Lord (Le Dauphin) Barnett (high-powered, youthful-looking executive of Associated Fisheries - the world's greatest fish conglomeration - whose close personal friendship with the Chairman's secretary's assistant is standing him in good stead in his fight to take over as Financial Director at Head Office, one of London's highest paid top jobs, which includes luncheon vouchers and a key to the executive loo), has over-delayed her exit from a doubles bar in her favourite Soho pub, and soon after closing time she is being hurriedly helped outside by the barman and the fuzzi. Whilst coming to on the pavement she is seen by Björn Lindberg, a tall, dashing young lawyer, over in England to earn some bread to spend on schnapps on return to his native Sweden.

He hands down and tenderly lifts Angela to her feet, brushing sand and dust and pieces of uncooked cabbage from her jeans, and as she rests her pulsating, throbbing head against his manly chest, above the roar of the Shaftesbury Avenue traffic and the sound of stampeding pink elephants in her poor ears, she hears his madly beating heart, and clutching his lapels for support, her own romantic nature responds and in a trice, dear readers, two hearts beat as one.

Björn, now in a lover's daze, suggests that he takes her away from all this and soon they are settled in a small private drinking club in Porn Alley.

They talk of this, that, and the other, particularly the other, and in less than four hours the eager Björn, over the perfect ladies' man, has initiated a meaningful relationship by allowing his lovely companion to pay for the drinks and lend him seven quid - this being all the bread she has on her at the time.

The friendship flourishes and continues, soon waxing hot in cold Sweden where, to Angela's horror, Marks and Sparks have not quite completed their new store in Stockholm and everything - well, nearly everything - is covered in snow.

The poor, brave British girl learns Swedish, how to ski, and how to down litres of milk, the national beverage; and one morning while she is making tea and preparing the herring, Björn mentions he has finished his library book and as it looks a very dull day, why don't they go get married? Angela quickly dresses, grabs her purse and rushes out to buy a licence and before her hasty friend can bite his tongue or change his mind, they are standing close together in Stockholm's City Hall, swearing they will. For better or for worse.

NOW READ ON: Life proceeds very pleasantly for our young lovers and a year later (but whose counting?) there are, suddenly, three mouths to feed, one being particularly vocal and demanding. Baby Nicola, a night club queen and nocturnal topos and bottomless stripper, turns her parents' existence upside down and inside out; little madam prefers to enjoy a nap during what should be feeding time and from 9 p.m. till six in the morning, with the over-developed lungs of a charmed swan, goes into a great punk rock and dance not in her cot.

But worse is to befall: their joy receives a frightening set-back as while from pushing from their local post-natal clinic, our hero and heroine take a searching look at Nicola and to their terror and anguish realise, beyond any shadow of doubt, that their angel child now bears a dribbling aptitude! Likeness to grandpa Barnett himself... what should they do? See a doctor? Dare to consult a plastic surgeon? Or should they have the baby exorcised?

(To be continued next month. Be warned - order your copy early.)

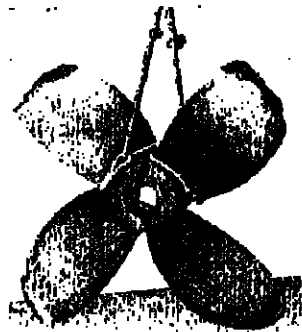
M. Barnett of Frying Pan Alley

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Prepare to retreat inside our limit

THE DIRECTOR of Aberdeen's Torry Research Station believes that most of the UK fish supply will in future be found in the waters inside our 200-mile limit "as was the case at the beginning of this century". But the British consumer will have to get used to different species, including mackerel and blue whiting.

TORRY REPORT

"Given sensible management of stocks," says Dr. G. H. O. Burgess in the Torry annual report, "it should be possible to reach a stable situation where our own needs and some demand for export could be met by our own fleet."

Torry is taking part in research and development to vary the mix of British-caught landings. The impending shortage of cod has "given an edge of urgency" to work on blue whiting. But there are many problems still to solve.

"Nevertheless," Dr. Burgess continues, "it is time to look ahead, perhaps to 1978 or 1979, when the necessary technology will probably be available to allow blue whiting to be utilised as food fish. Will it prove possible to apply this technology?"

Unfortunately, some of the weightier questions about the use of blue whiting may not be answered until there is considerable industrial involvement in a commercial fishery.

Even closer collaboration is needed between industry, government scientists and technologists if anything is to be made of the large stocks of blue whiting.

Dr. Burgess says that prospects "still appear sufficiently promising to justify the R & D effort that has gone into the work."

Torry has also been looking at other species and processes. In its report last

continuous blast freezer with a throughput of less than 450lb an hour. Extensive preliminary tests have confirmed some of the design calculations.

Results indicate that weight losses will be comparatively low and that it can operate for considerably longer than one working shift without sufficient change in freezer performance to make defrost necessary.

In its work on quality assessment and control, Torry claims to have devised a quicker method than feeling samples with the fingers for determining bone content of fillets. The method is for the analysis of samples up to one kg in weight. Said to

be quick, simple and convenient, it can be used for minces or fillets.

The Torry report mentions the station's work on Antarctic krill as one of the many examples of the continuing collaboration between the European laboratories engaged in fish research.

A Torry worker travelled with a West German expedition which collected krill and samples were sent to Aberdeen where Torry has been studying storage properties of this small crustacean.

Utilisation of krill presents enormous problems, notes the report. The most abundant species, *Euphausia superba*, resembles a small shrimp and averages two to three inches long. The amount of tail meat is less than in brown shrimp of the same length.

When cooked, this fish has a mild shrimp-like flavour and Torry describes the texture of the meat as "slightly sloppy." It has potential as a new material for food, but no product of wide appeal has yet been made from it.

BLAST ON FREEZER

AN ENGINEER explosion which disabled Boyd Line's Arctic Freebooter off the Northumberland coast last week is less serious than at first thought.

None of the crew of 28, including six trainees, aboard the 1,183-ton Hull freezer was injured.

She was towed into South Shields for repairs which are expected to be completed during the present week.

A spokesman for the owning company told *Fishing News* that, when repairs are complete, Arctic Freebooter will resume her trip to Bear Island.

Quote of the week

"THERE IS A cocoon of cotton wool around the EEC. It is like a tar baby. The more one punches, the deeper one's fist sinks in, and one gets nowhere at all."

JAMES JOHNSON MP (Hull, West)

Westminster

unidentifiable drifting hawkers is an insurable risk. I understand, however, that the fishermen's representatives intend to raise this matter for further discussion at the next meeting of the group.

"Mr. Henderson asked the Secretary of State for Scotland what is the cost to public funds of the Fisheries and Offshore Oil Consultative Group since its inception.

"Mr. Hugh D. Brown: The main cost to public funds has been the provision by the Department of Agriculture and Fisheries for Scotland of the secretariat to the group and the cost of attendance at meetings by departmental officials. The total cost for the three years since the group was formed is estimated to be about £45,000.

Mr. John Silkin, Minister of Agriculture, Fisheries and Food, was asked by Mr. Costain, (C. Folkestone and Hythe) what further measures he intended to take to conserve fish stocks within Britain's 200-mile limits.

Mr. Wall (Con, Halmat-price) asked if the Minister would make a statement about his further discussions on a common fisheries policy and British requests for adequate conservation.

Mr. Silkin: "We are continuing to review the necessary further conservation measures for safeguarding fish stocks and will not

hesitate to press those when the Council resumes its discussions.

Mr. Costain: "Does he appreciate that the fishermen on the south coast of England, who have seen how the French and the Belgians have over-fished their areas, are concerned about this issue?"

"Will he confirm that he has power to bring in conservation measures that affect all nations? Will he take such action as he considers necessary, appreciating that modern electronic devices do not give fish a fair chance?"

Mr. Silkin: "I do not know about giving the fish a fair chance — it is the fishermen with whom I am primarily concerned. But the hon. Gentleman has put his finger — his fish finger — on an important point, which is that it becomes more and more clearly essential to preserve our national right to apply conservation measures."

"This must be the case whether or not I can negotiate a sensible permanent regime in the near future. That is something that it is vital for us to have. But that should not prevent us from looking at the sort of conservation measures that were, I think, implicit in the hon. Gentleman's question."

Mr. Hicks (Con, Bodmin): "Is the Minister not aware of the anxiety felt in the south-west about the future of mackerel stocks? Is

he not also aware that last year double the quota recommended was fished?"

Mr. Silkin: "The hon. Gentleman makes a valid point. I must confess that, and my officials are deeply concerned. We may, if we are not careful, see exactly the same thing happening to mackerel as has been happening to herring."

"We are therefore studying the measures that will need to be taken to protect what is regarded as a valuable stock which will be a valuable trade-off in the future."

FISHING RIGHTS

Mr. Lucas (Con, Southampton), asked the Minister of Agriculture, Fisheries and Food what is the present state of negotiations between the EEC and non-member States on reciprocal fishing rights.

Mr. John Silkin: "Progress is being made on a number of arrangements in addition to the three already signed. Following recent consultations with Norway, fishermen should be able to resume fishing for cod in northern Norwegian waters from September."

"Fishing in the North Sea and part of the North Sea and the Soviet part of the Baltic Sea continues at last year's levels for the time being. 'Difficulties' have arisen with the Faroes, but arrangements have been made to resume fishing from the second week in September."

REPORT ON 'GAUL' CLUES

SCIENTISTS at Portsmouth have completed their examination of a liferaft container trawled up from the Hull trawler *Gaul* earlier this year.

The report is now being considered by the marine division of the Department of Trade and Industry.

The report has been written by marine biologists and others at a Ministry of Defence research station at Eastney, where work involves studying the effects of exposure on warship materials.

Consideration is now being given by the Minister of Trade, Stanley Clinton Davies, to a possible search for the factory ship.

Councils link to 'save' mackerel

A JOINT campaign is to be launched by Devon and Cornwall county councils to persuade Fisheries Minister, John Silkin, to stop industrial fleets converging on the south-west to hit mackerel stocks.

A joint committee of the two authorities, meeting in Plymouth last week, was told by Harry Calder, Cornwall's planning officer, that his council deprecated the industrial fishing of table fish for fish meal.

He said the only fish used for meal should be that which

is not eaten by humans. Simon Day, vice-chairman of Devon Sea Fisheries Committee, said it was not only the Russians who use intensive fishing techniques.

Britain had allowed the Russians to fish in her waters in the hope that the Soviets would permit British fishermen to work in their waters.

Boats from the large fishing ports in Scotland are capable of "hoovering up" as much fish in a day as the small south-west boats could in a month.

Mr. Day said the fish went for meal or for export to East Africa. "One just wonders

COMMENT

IT SEEMS criminal that British-caught mackerel can be processed inside our own waters by Eastern Bloc ships and then sold back to us for onward export. But this bizarre situation — which as seen from our page one story could come about — highlights one of the major problems of this fishery.

In modern fishing there has probably never been such a huge potential resource which has failed to attract the freezing and processing shore back-up to turn it into an up-market product. This is mainly because the fishery has the misfortune to be a seasonal one.

While the sight of the 'red fleet' is enough to make most British fishermen dig out their best expletives to exchange on the radio, this time the non-fishing motherships will be seen in a new light by men who are forced to put some of the best catches of their lives down a meal plant.

When we are constantly reminded how short the world is of fish, the situation in the south-west is little short of ludicrous. This is why a report completed by the White Fish Authority on the prospects for mackerel will be closely read. It does at least give some pointers for the future, which it feels rests mainly with canning.

An investment of £10-£15 million would be required, says the WFA, to take care of a predicted 40,000-ton demand by 1978/79. This would be worth £20 million at 1975 prices.

Apart from the tremendous investment, there would still be the problem of knocking the Japanese out of the market. Taking over Japanese imports into the UK would utilise 7,000 tons of mackerel, and the WFA sees a potential in the EEC for 300,000 cartons of mackerel steaks and 320,000 cartons of fillets. This EEC uptake would use 10,000-tons of raw mackerel. On top of this, 'third country' demand could be as much as 23,000 tons.

Apart from mackerel, there also appears to be a big opportunity for canned pilchards. Reports from South Africa, one of the world's leading suppliers, indicate that there is going to be a shortfall in supplies for export. Home demand is taking up most of production.

Whelker for Wells

SMASH goes a bottle of Champagne against the bows of a new whelk boat (left) for the North Norfolk port of Wells. Four Brothers, a potter based on the Versatility 30 GRP hull moulded at Rye, Sussex, has been bought by David Cox, and his cousin, Alan Cox.

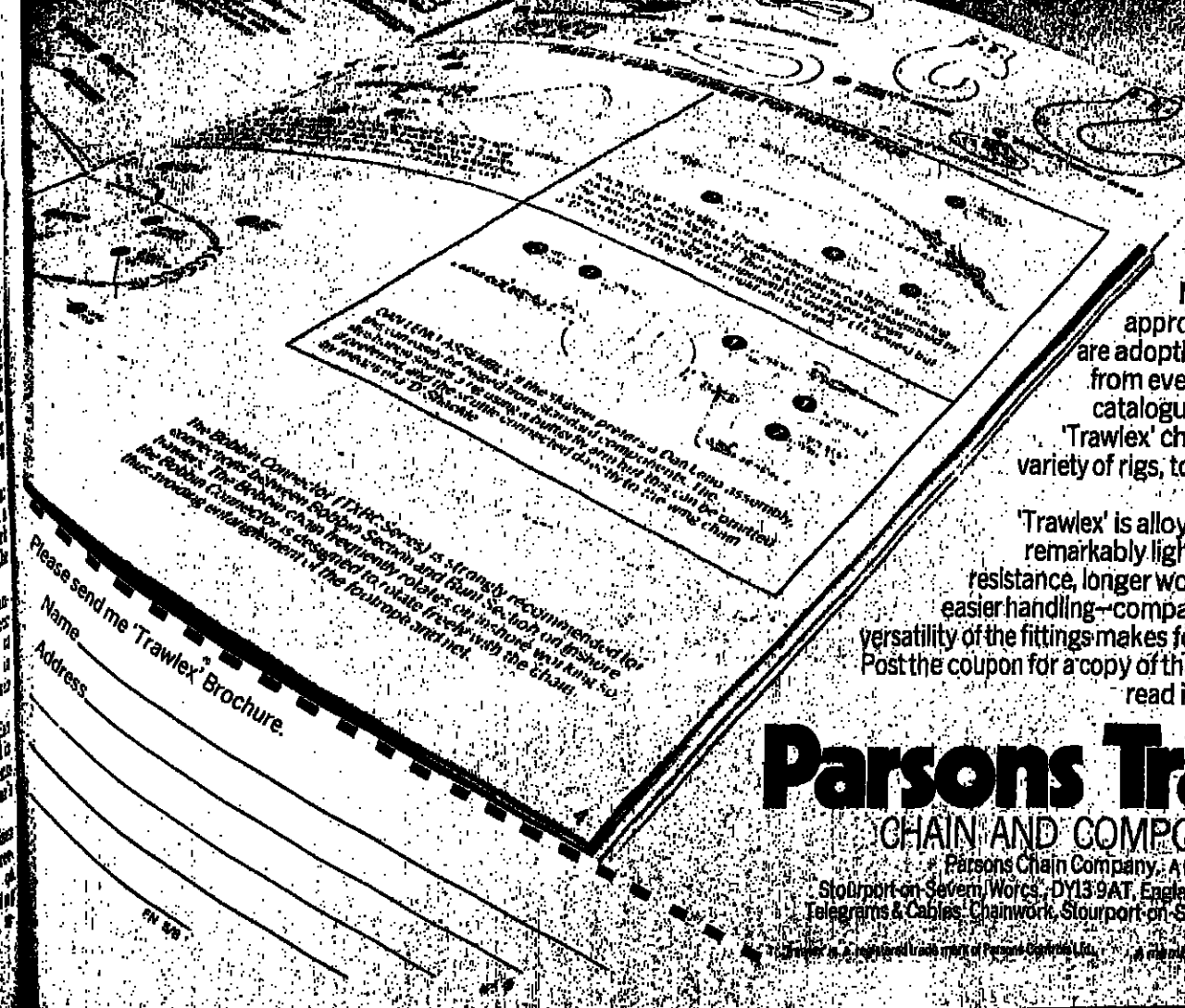
The boat has been named after fathers and uncles in the Cox family who, like the boat's owners, have given many years of service to the local lifeboat station.

More details and pictures of Four Brothers in *Fishing News* soon.



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'Teal'

A NUMBER of new bobbins were brought to the show by Trawl Equipment (Aberdeen) Ltd., manufacturers of the Teal range.

One of these, the 21/10 wheel-type bobbin, has been used successfully by deep-sea vessels working off Norway and Canada.

Its 10in. wide tread gives a wider wear area and is, therefore, longer lasting. It has a diameter of 21in. and incorporates strong supporting spokes, a deep wear area and a very robust centre nave.

Being made of rubber it is lighter on deck than a steel bobbin, but is almost the same weight in water.

Show visitors were also interested in the new 18in. semi-spherical solid rubber bobbin used successfully by Scotland's middle water trawlers on heavy ground.

Weighing 102lb, it is made of high-density, high abrasion-resistant rubber and

CATCH '77 review

Another look at the Humberside show

its shape gives less resistance to drag and increased stability on the seabed. A 21in. version is also available.

Trawl Equipment has just developed a spherical, self-draining rubber bobbin and a 12in. mock up on show.

A spokesman said one in three visitors to the stand had



Above left: Trawl Equipment's new Teal 21/10 wheel-type bobbin has a ten-inch wear tread. Above right: Lister's new STW2M water-cooled diesel of 20 hp is now powering Inshore boats.

time there has been one made from rubber.

A power block sheave coated with rubber was also on display. The firm has been re-rubberising power blocks for the last 15 months or so.

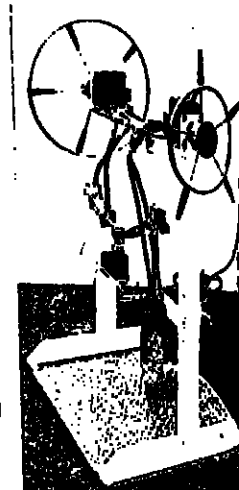
Lister

THE new STW2M water-cooled diesel engine giving 20 bhp at 2,300 rpm

was displayed by Lister. It is based on the popular 'S1' air-cooled series now in wide use and a three-cylinder version developing 30 hp is also available.

This is the first time that Lister has turned to water-cooled engines in the 20 to 30 hp range and the unit can be used for propulsion or auxiliary work.

A number are now powering full time fishing vessels, including two owned at Aldeburgh, Suffolk.



This Wagner Series 700 ing gear will be fitted to Treave Marine DS 25 GRP being fitted out at the borough.

tion can be connected to a system and each unit operates independently. It has full rudder control.

The 700 is virtually maintenance-free, and pump and cylinders are all-metal construction.

Woodson

A DISPLAY of a wide range of Elac flat blades equipment from the Elac firm of Electroacoustic GmbH was brought to the show by Woodson.

A number of deep-sea vessels in the Humber are fitted with Elac units. Woodson set up a display of the equipment.

Elac recently introduced three new echo sounders — the LAZ 82, LAZ 82 and LAZ 82.

The first LAZ 82 is to be fitted in the Humber area has been supplied with 68ft. Grimsby pair of Margarette Bojen (Jens Bojen).

The 78ft. Stigbee recently completed by Campbelltown Shipyard the Don Fishing Co. of Aberdeen was the first of the U.K. to be fitted with LAZ 82.

Quite a number of already have the LAZ 82's and this was the subject of considerable interest at the show.

The LAZ 82's echo display on a 11in. screen. The image on the screen indicates the depth of the fish in the shoal of fish in the water.

A variety of steering gears and small autopilots were on show on the stand of UK agents, Wagner Steering Associates Ltd.

During the show a Series 700 hydraulic steering gear on the stand was sold to Scarborough Boats Ltd. to be installed in a Treave DS 25 GRP hull which the firm is fitting out for a local owner.

The system is for boats in the 18 to 40ft. range. More than one steering gear

proportion, irrespective of the depth being sounded.

It offers a choice of seven ranges, from five to 500m., and all ranges can be continuously phased from nil to 2,000m. with digital depth indication of the upper limit.

Steady picture and bottom lock facilities are available and the unit can operate independently or with the LAZ 72 sounder.

Both units use ceramic transducers and there is a wide range of ultrasonic frequencies up to 200 kHz, plus a choice of electrical outputs.

Recordings can be made on the 9in. wide paper of the LAZ 72 in a choice of 15 switchable range scales; clear detection of fish close to the bottom can be achieved with the 'grey line system.'

The LAZ 100, designed for the smaller vessel, was of special interest at Hull as it is suitable for north-east coast coles.

Operating at a frequency of 60 kHz, with an electrical output of 800 W, the LAZ 100 uses a 6in. wide dry recording paper and has nine sounding ranges; 'grey line' features help indicate fish close to the bottom and also the type of ground. The recording unit is housed in a seawater resistant case.

Newage

MAIN exhibit on the Newage Engineers Ltd. stand was the IMA Inside Mechanically Adjustable Propeller system for trawlers and seine netters.

This allows the pitch angle to be set high for economical free running to the grounds and, then, low for towing and deck machinery to be driven from the main engine.

The system comprises a propeller with adjustable blades and a hollow tailshaft through which passes the blade pitch adjustment rod.

The propeller is adjusted, stationary, by using a crank handle to turn the pitch adjuster fitted on the gearbox or intermediate shaft flange.

Correct pitch is determined either by the number of turns of the handle, or by reference to a pre-set pitch angle indicator.

By use of a spring-loaded extension to the handle, the blade pitch can be altered without removing deck plates over the shaft.

Propeller blades can be supplied for open running or nozzle operation.

The IMA is, basically, a simplified version of the two-pitch propeller system the Don Fishing Co. of Aberdeen was the first time at the show, was the first time at the show, was the first time at the show.

The Tracor Satellite Receiver is claimed to be as easy as a conventional vhf set to install. It can interface with most types of gyro and log equipment.

The new Omega Navigator 2 system has been used extensively in the United States and is available with dual frequency operation, plus automatic synchronisation and chart recorder, for around US\$4,855.

The popular basic form is still available for \$3,180 and is claimed to be 'the best value available anywhere in the world.'

A fully computerised form is available from \$13,860. Apart from sales of Tracor and Omega, service support for this equipment will also be undertaken by SALT.

SAIT electronics scene at the show was lively up to a new contender which made a big impression.

The success in Hull of SALT Electronics has left the impression that fishing is a big market.

Four Loran C units worth \$1,000 have already been ordered and chart recorder, for around US\$4,855.

SAIT also received orders for direction finders from the field as South Africa's SALT has started

Grimsby wide open for cod

COD SUPPLIES from the Westerlies and the North Sea were tight at Grimsby last week, leaving the market wide open for the five distant water trawlers landings with codstuffs from Bear Island and the Russian White Sea.

In particular it was a big week for British United Trawlers which chalked up £197,578 as it owned four of the five trawlers landing deep-sea trips.

Skipper Roy Kurz in Vindicator managed 1,840 kits from a 22-day trip to Bear Island, including over 1,800 of codstuffs and 225 of rocks, to gross £64,041.

This easily topped the rest and, considering the rather indifferent fishing and the quality of fish from these waters, it was an exceptionally good performance.

Next best was Northern Reward (Skipper Wally Harris) which hit the awkward Friday market — and had to compete with Consolidated Fisheries' Spurs (£39,184 from 1,184 kits) into the bargain.

Both vessels had returned from 23-day Bear Island voyages and, with just under 1,400 kits of codstuffs and the balance mostly rockfish in a 1,562 kit turnout, the BUT vessel earned every penny of her £54,098 grossing.

Earlier in the week BUT had landed White Sea trips from Ross Khartoum

At the other end, however, the former distant water trawler Carlisle (£10,916), Ross Juno (£14,580) and Blackburn Rovers (£9,000) had nightmare trips. They are still finding it very hard to make the step-down into the middle water section.

Top North Sea landing

came from the John R. Skomager pair team Laurids Skomager (Skipper Jorgen Bojen) and Ann Charlotte (Skipper Bob Collins).

Record-holder Ross Leopard (Skipper 'Paddy' McCarthy) shot BUT into an early lead with the week's biggest catch of 1,065 kits — well over half being haddock — but her £23,800 grossing was overhauled in mid-week by sister-ship Ross Civet (Alan Redpath). She had £24,192 from another heavy haddock turnout of 975 kits.

Ross Civet put in 16 days on her trip, as did third-placed Boston Phantom (Skipper Colin Newton), a displaced distant water trawler. She made £22,364 from 962 kits to chalk up her best middle water grossing for some time.

DECCA'S Simrad demonstration vehicle is to visit east coast and Scottish ports this month accompanied by a Simrad representative.

The vehicle is fitted with an extensive range of simulated equipment.

Demonstration dates: Thurso, Wednesday 10th; Wick, 11th; Buckie, 13th; Fraserburgh, 15th; Peterhead, 16th; Aberdeen, 17th; Anstruther, 19th; Pittenweem, 20th; Eyemouth, 22nd; Fleetwood, 24th; Lowestoft, 26th and Great Yarmouth, 27th.

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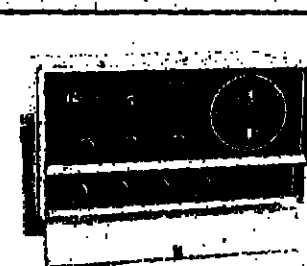
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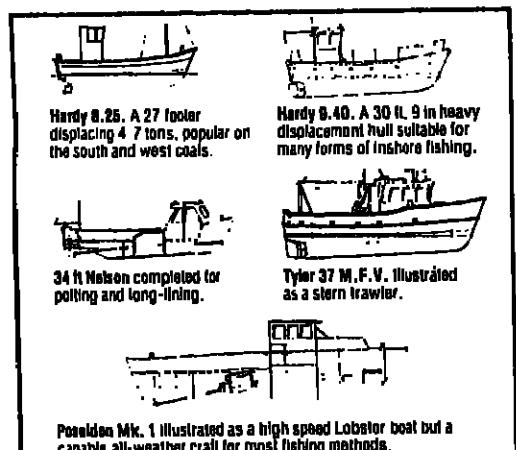
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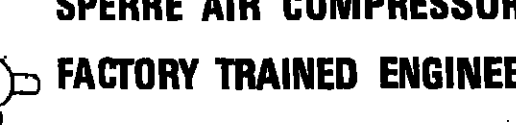
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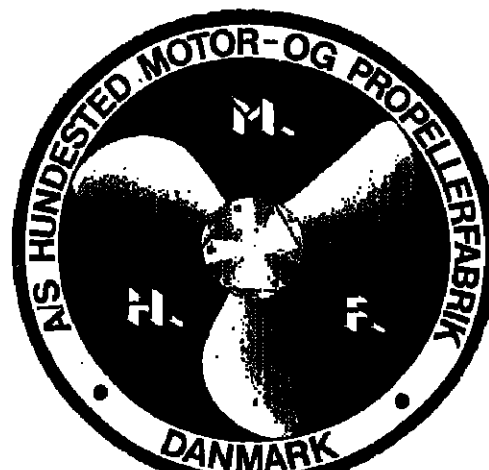
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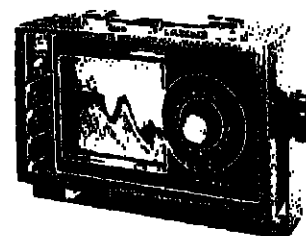
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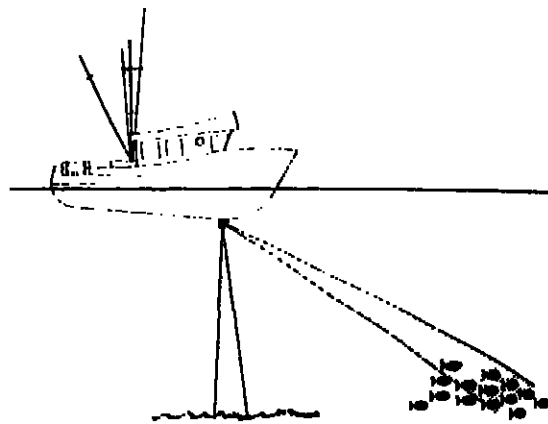
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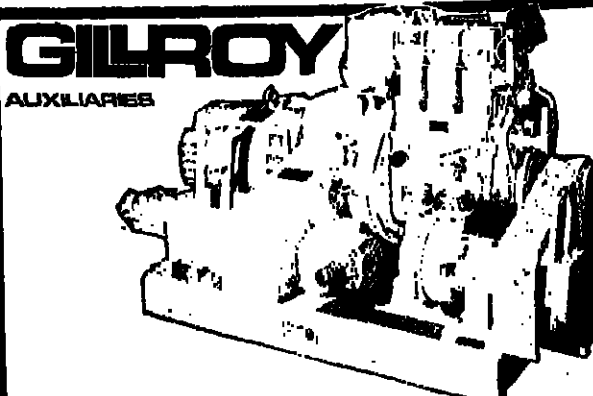
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'ATOMIC' TASTER

THE WINDSCALE atomic plant inquiry was told by a professor last week that he used himself as a guinea pig in tests with a radioactive fish.

Prof John Fremlin, of Birmingham University, giving evidence for Cumbria County Council, said: "I am entirely convinced that it is far safer, as well as more pleasant, to eat a slightly radioactive Windscale fish than a similar quantity of luncheon meat out of a tin".

A BERWICKSHIRE skipper has been charged with illegal salmon fishing after his trawler was tracked by a helicopter last week.

Police and fishery officers boarded the 30ft. *St Nicholas*

TAG SPIDERS

THE MINISTRY of Agriculture and Fisheries Shellfish Laboratory at Burnham-on-Crouch has begun to study the habits of spider crabs.

Last week two ministry scientists, Eric Edwards and Ross Campbell, tagged 1,000 spider crabs with yellow, numbered plastic discs attached to one claw and released them close inshore between Bolt Tail and Rame Head along the Devon coast.

The scientists worked aboard the crabbers *Estoc* and *Camaret* owned by Tony Jago and Mike Henwood of Cawsand, Plymouth, and the

John Burgess' Log



'Brew' to save an anchor

"WE DON'T anchor very often and, when we do, we generally use five fathoms of chain shackled to a nylon warp by cable."

"Our main anchor is shackled to 50ft. of 1/2in. chain and is carried more as a form of insurance than for regular use."

"It was once galvanised but is not any longer as rust has completely replaced the zinc."

"It would be impracticable as well as prohibitively expensive to send it to be re-galvanised from here."

"Is there an alternative method, both effective and not too expensive, to stop it corroding away in the chain locker?"

"An Australian method is to take the chain ashore, hitch one end to a Jeep, and tow it along a metalled road until all the rust has disappeared. It should afterwards be drawn through a log fire and then through a bath of tar."

Alternatively you could lower the chain overboard when your boat is on a slip or get it up on deck in warm tar, or get it up on deck on a sheet of heavy canvas and coat it with black varnish there."

Bismous compositions, however, never seem to dry properly after being applied in either of these ways, so it's always a messy business handling the chain afterwards."

A far simpler and more effective way is to draw the chain up on deck and bash all loose rust off it before flaking it down a few feet away from the boat or hawse pipe."

Having done so, get a metal bath of the size and type used for stowing longlines, fill it about one third full with a composition called Unitol and place it between chain and pipe."

Then run the chain, without tension on, through the bath and back down the pipe."

Force of gravity makes this an easy job as it draws the chain into the locker after a fathom or two has already been stowed there."

Then you merely have to check the chain to reduce tension and ensure that every link is completely covered with the composition."

As Unitol is a clear, penetrating lacquer which not only protects metal surfaces against corrosion but also timber surfaces against deteriorating in moist atmospheres, it is far cleaner to use than tar."

Whatever amount you spill on deck while treating your chain can be beneficially brushed in afterwards."

In my opinion it is a magnificent brew. It is compounded from alkylid and other synthetic resins, active oils, inhibitors and moisture repellent surface-active additives."

After you have applied Unitol, it becomes touch-dry in two hours and fully dry in 6-18 hours depending on weather and temperature conditions."

When the solution dries completely, it forms a clear, yellowish film which inhibits penetration by water and growth of moulds and fungi."

To protect metal surfaces, Unitol is usually used on its own or added to a priming coat."

To protect timber it is recommended that Unitol should make up 25 per cent of the first paint coat and should then successive coats."

"We have observed that garfish often come inshore in summer before the mackerel. 'Garfish' can be taken in beach seines, but we don't know how to use them if we had."

copper naphthenate or penatichlorophenol to make timber rot-resistant."

Pinpointing wrecks

"I WANT to search for some wrecks with the aid of a rangefinder, since their positions cannot be fixed by transits of shore marks."

"Where can I get a small, inexpensive one?"

"One supplier of these instruments is Thomas Faulkes, Landowne Road, Leytonstone, London E11 3HB."

He can supply one known as the Rangomatic Rangefinder which measures 10 1/2 x 1 1/2 x 1 1/2 in. and is claimed to be 90 per cent accurate at a range of two miles."

Strike hard for garfish

"WE HAVE a boat which we use mostly for line fishing for mackerel."

"We have observed that garfish often come inshore in summer before the mackerel. 'Garfish' can be taken in beach seines, but we don't know how to use them if we had."

"We have observed that garfish often come inshore in summer before the mackerel. 'Garfish' can be taken in beach seines, but we don't know how to use them if we had."

'Sky spy' leads to salmon charge

11, skippered by Robin Aitchison, as she moored in Eyemouth harbour.

Nets worth nearly £3,000 were confiscated by the police, said Skipper Aitchison of Burnmouth. Crewing aboard the boat were his son, Robin, and Robert Sim.

"We are charged with illegal fishing," said the skipper.

Holidaymakers saw 14 uniformed police went aboard and hauled the nets from the deck and loaded them on to a lorry.

Followed

Skipper Aitchison said: "We were followed up the Berwickshire coast for several miles by the helicopter which may have been taking photographs."

"We had gone to fish for cod, mackerel and dogfish. There was one mackerel in the net, which the police confiscated, and nothing else."

"Police and fishery officers were on the quayside and a

fishery protection vessel was standing by at the entrance to the harbour as we sailed in," he said.

Later, a spokesman for the Department of Agriculture and Fisheries said: "Mr. Aitchison has been charged with illegal fishing for salmon."

Floats that cut to size

A NEW RANGE of floats, buoys and fenders made of polyurethane is now available in Sweden.

Most units in the range — even floats designed for use on dan buoys — are cylindrical with tapered ends and there is nothing particularly remarkable about their shape."

But an unusually interesting feature is inclusion of four units which are supplied by the metre and can be cut into whatever size of float (up to 1000mm long) you require."

These units, made of non-flexible polyurethane, do not of course have tapered ends. They are available in 40, 55, 75 and 100mm diameter sizes. You can, therefore, make floats from them which will not tangle in the meshes of any type of gill net."

Full particulars are obtainable from AB Glimvattnet, Box 161, Jonkoping, Sweden.

Adjusting binoculars

"MY BINOCULARS have got a centre-focussing ring and a ring on the right eyepiece instead of one on each eyepiece."

"Do you know what the proper drill is for adjusting it to my own particular 'setting'?"

"Set your inter-ocular distance (distance between your eyes) on the scale between the two eye-pieces. If you can't remember it, open and close them until you can see clearly through them."

Close your right eye and rotate the centre focussing ring until whatever you want to look at is in sharp focus in the left eyepiece."

Then open your right eye, close the left, and rotate the ring on the right eyepiece until the object is in focus."

Afterwards, note the readings on the centre scale on the one below the right

eyepiece and remember them."

You can then adjust any centre-focussing binoculars to your own individual setting without delay. After that you will only need to adjust the centre ring to focus on near and distant objects."

Readers on trail of...

ONE READER wants a manual for lubrication diagram for a Ferry FKR 12 engine built in 1952 for the RNLI."

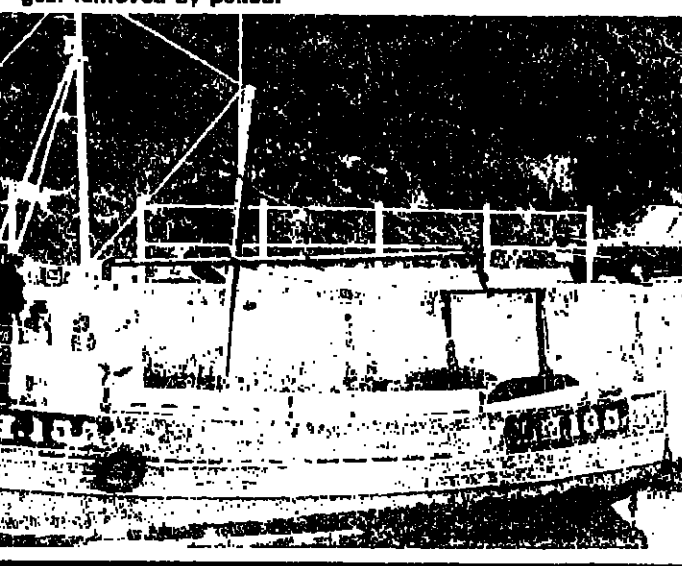
Another would like to know where he can get a secondhand starter (24 volt) for his Volvo Penta MD 29A engine."

A third seeks the name and address of manufacturers of Seashore lights."

Answers to any of these queries would be welcome.



Skipper Robin Aitchison (right) with crewmen Robert Sim (left) and Robin Aitchison. It is alleged their boat was illegally fishing for salmon. (Below) *St Nicholas II* — nearly £3,000 worth of gear removed by police.



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